

College Avenue BIKEiT Project Public Input Summary



November 2018



OVERVIEW

Public open houses were held on Saturday, Oct. 27 and Monday, Oct. 29, 2018 to collect feedback on design concepts for bike improvements to College Avenue, south of US60 to Cornell Drive. Residents, businesses and property owners in the area of Rural Road to Mill Avenue and US60 to Guadalupe Road were invited to participate in the process through direct mail, with additional outreach done through Nextdoor. The Tempe Bicycle Action Group and Broadmor Elementary School Bike Cats were also invited to provide input on the bike improvements. Thirty-one attendees signed in at the Oct. 27 open house and 11 at the Oct. 29 open house with 39 unduplicated addresses.

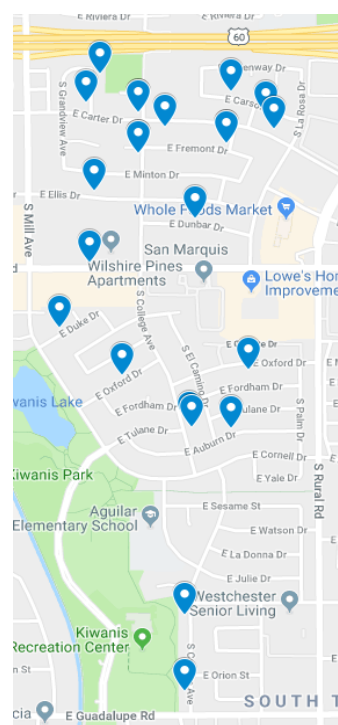
Feedback was collected at the open houses and during the Broadmor Bikecats community ride by having attendees place stickers indicating their choice for bike improvements on display boards. In addition, a more comprehensive survey was available at the meetings and online from Oct. 27 – Nov. 12, 2018. A total of 32 unique stickers were placed at the open houses. Twenty-seven stickers were placed at the Broadmor Bikecats ride. Seventy-seven survey responses were received, 9 at the public meeting and 68 online. City staff also received emails about the project.

FEEDBACK COMBINED FOR ALL PARTICIPANTS

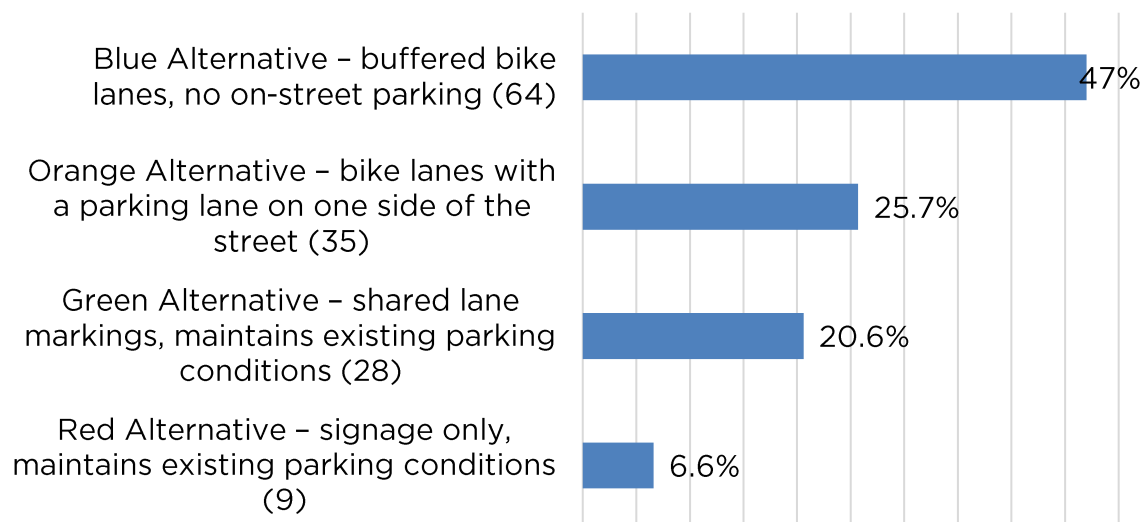
Map of all Survey Respondents
(8 outside Tempe)



Map of all Project Area Respondents



College Avenue North of Baseline Road to US60

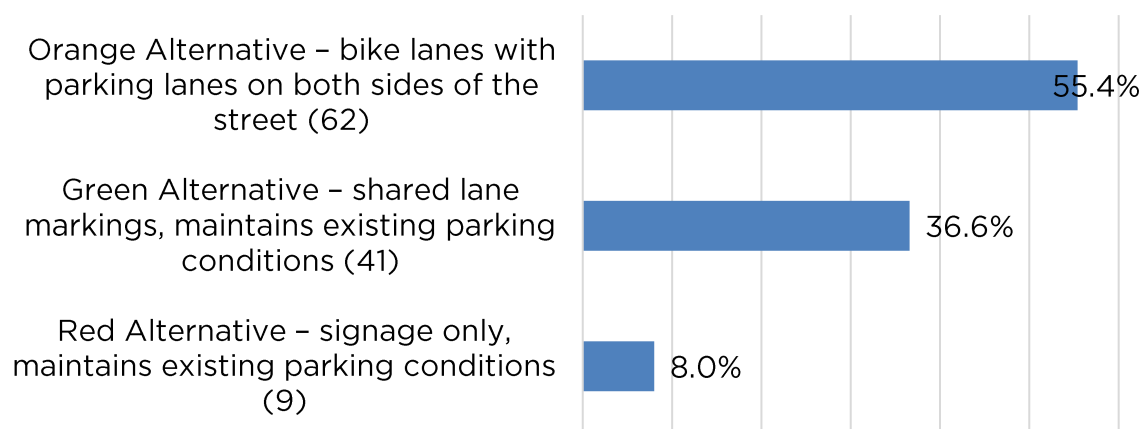


Total responses: 136

Responses from residents in this section only:

Orange Alternative – bike lanes with a parking lane on one side of the street	6 - 2 live directly on College Avenue
Blue Alternative – buffered bike lanes, no on-street parking	4 - 1 lived directly on College Avenue
Red Alternative – signage only, maintains existing parking conditions	2 - both live directly on College Avenue
Green Alternative – shared lane markings, maintains existing parking conditions	0

College Avenue South of Baseline Road to Cornell Drive



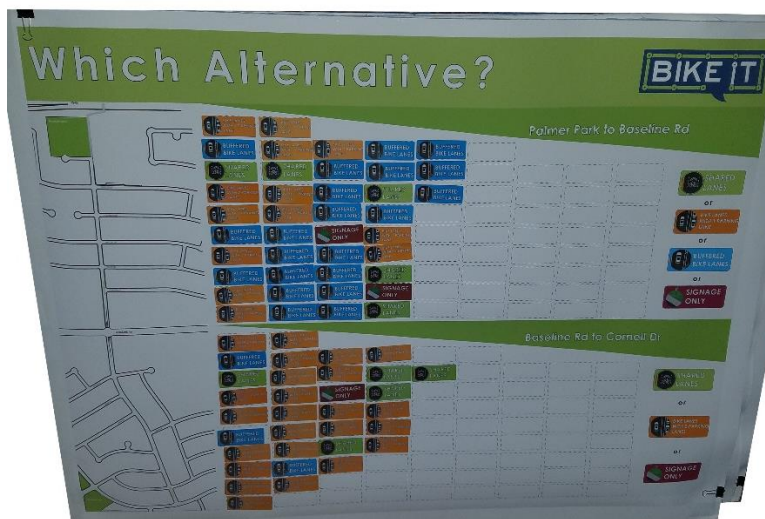
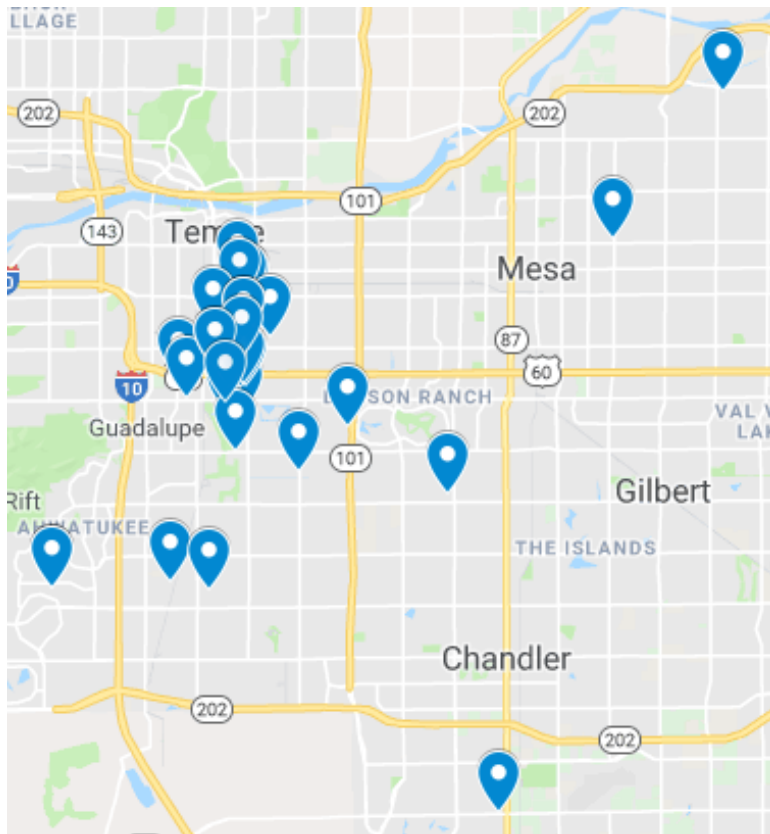
Total responses: 112

Responses from residents in this section only:

Orange Alternative – bike lanes with parking lanes on both sides of the street	3
Red Alternative – signage only, maintains existing parking conditions	1
Green Alternative – shared lane markings, maintains existing parking conditions	1

FEEDBACK AT OPEN HOUSES

Map of Open House Attendees



Results of Boards at Open Houses

Palmer Park to Baseline Road:

Blue Alternative - 13
Orange Alternative - 12
Green Alternative - 5
Red Alternative - 2

Baseline Road to Cornell Drive:

Orange Alternative - 17
Green Alternative - 4
Red Alternative - 1

*minus attendees that also filled out the full survey, those choices are included in the survey results section

FEEDBACK FROM COMMUNITY RIDE PARTICIPANTS



Results of Board from Broadmor Elementary School Bikecats

Palmer Park to Baseline Road:

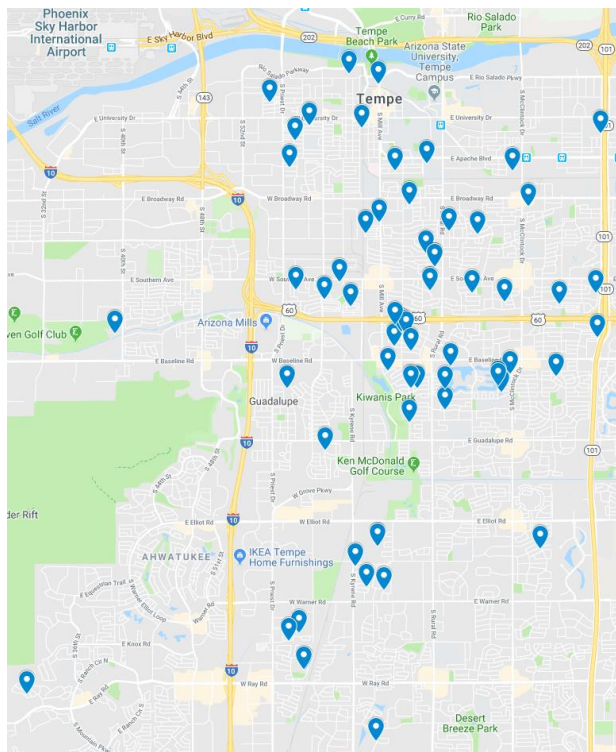
Blue Alternative - 13
 Green Alternative - 9
 Orange Alternative - 5
 Red Alternative - 0

Baseline Road to Cornell Drive:

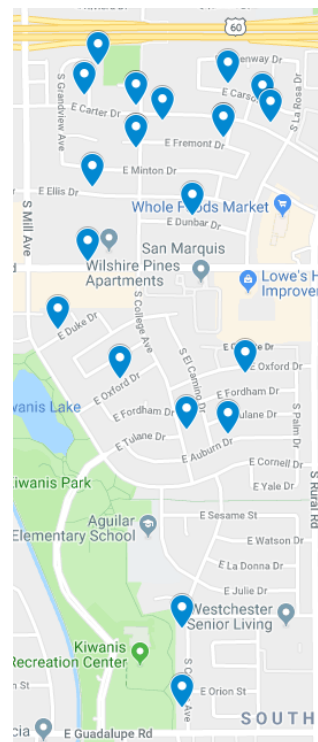
Green Alternative - 11
 Orange Alternative - 4
 Red Alternative - 0

FEEDBACK FROM SURVEY RESULTS

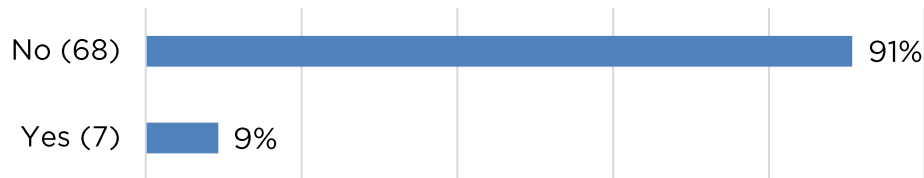
Map of Survey Respondents



Map of Survey Respondents in Project Area

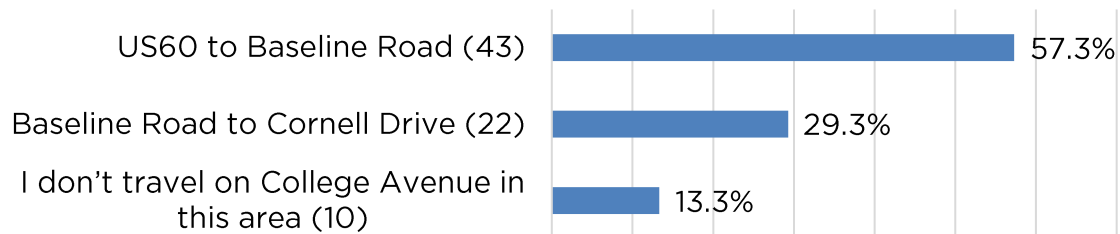


1. Is your home directly located on College Avenue?



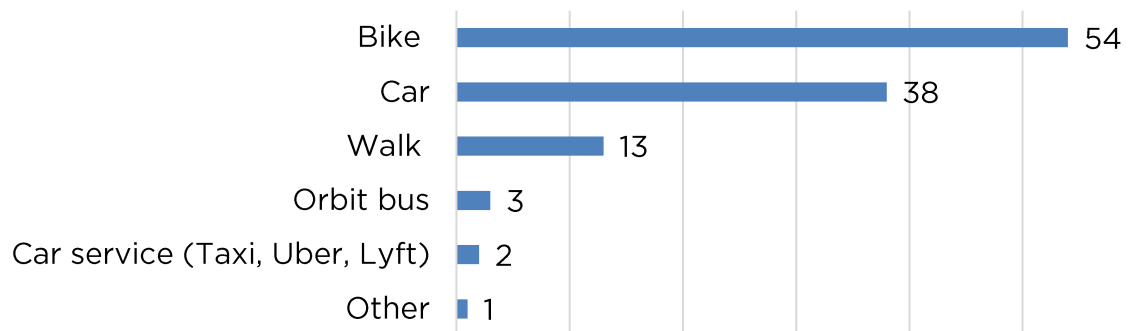
Total responses: 75

2. What area of College Avenue do you primarily travel on?



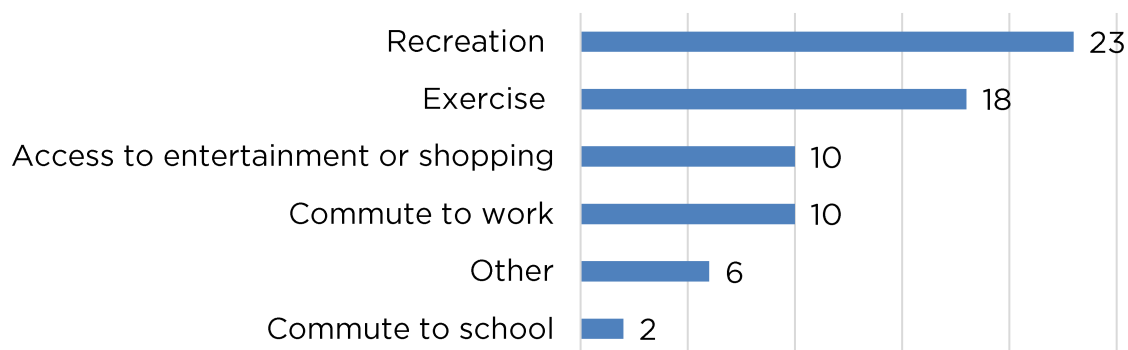
Total responses: 75

3. What mode of transportation do you use to travel on College Avenue between US60 and Cornell Drive? Check all that apply



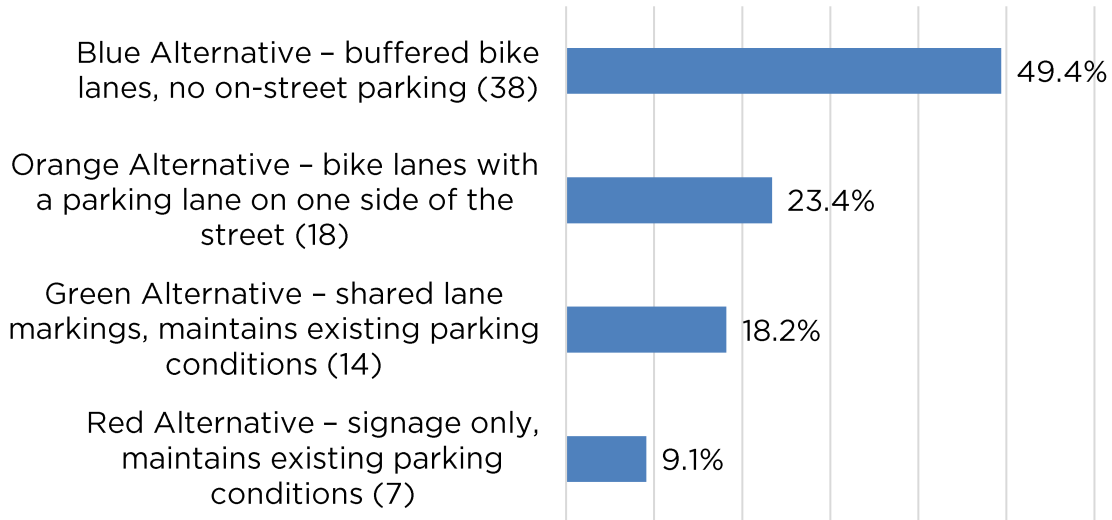
Other: electric scooter

4. If you travel on College Avenue between US60 and Cornell Drive, what is your primary purpose for travel?



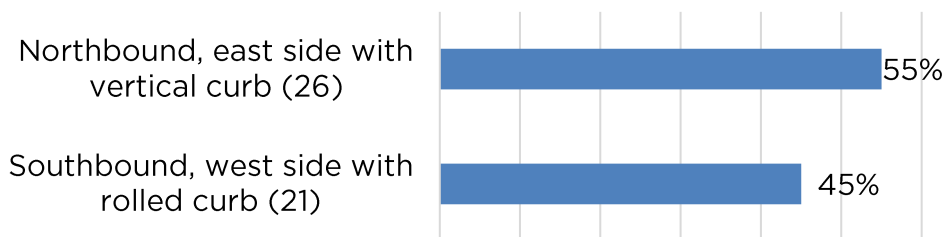
Other: Errands; Work; Many of the above; Both exercise and commute to school

5. For College Avenue north of Baseline Road to US60, which of the four alternatives do you prefer?



Total responses: 77

6. For north of Baseline Road to US60, if the Orange Alternative of bike lanes with a parking lane on one side of the street is chosen, which side of the street do you prefer to have parking on?



Total responses: 47

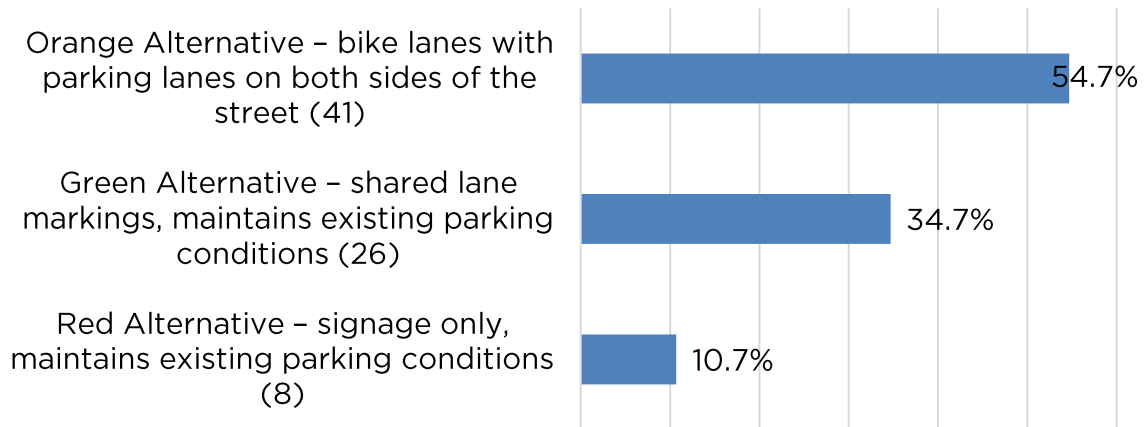
7. Comments related to the area north of Baseline Road to US60.

1. Traffic on the road from North of Baseline to Carter Drive is much too high for safety. I would suggest that the city place a median down the cent of the street causing traffic to travel in a narrow lane each way with speed bumps. The median could act as a two-way bike lane, protected by trees/curb/and landscaping away from cars. The road south of Baseline to Cornell also has the width to place such a feature. It is time to save these neighborhoods. If you want to bring families back to the neighborhood to support your taxes and schools you will need to create a green/safe road in this area!
2. Bike lanes right next to parking lanes can be dangerous when drivers getting in/out of their vehicles don't check for bicycle traffic first. For that reason it would be preferred to not have parking lanes right next to the bike lane. However if a parking lane is necessary, having a slightly wider bike lane or small buffer between the two would be nice to allow room to avoid possible dooring situations.

3. We live on the NW corner of College and Carter. I use the sidewalk parking on the side of my house all the time. It would be inconvenient not to have parking there. I don't feel we need anything type of signage in the street. Just a waste of money. It's been fine the way it is now for the last 22 years that I've lived on that corner. The biggest safety issue is the cyclists the run the 4 way stop on College and Carter. They come off the bridge at high speeds and run the stops signs all the time. Do something about that!!! It's a real safety hazard for car drivers!!!
4. How are you going to get bikes in the lanes when they seem to prefer the sidewalk?
5. Cars often park in bike lanes so make the parking to the right of the bike lane.
6. no preference
7. I frequently bike College Ave from Apache to Cornell Dr. I think the current biking conditions are fine. I think signage would be a great addition. What I don't like is when 3-4 foot bike lanes are installed, because that is typically not enough room to ride in, and motorists think that you HAVE to be to the right of the white line. The speed of travel is slow enough on College for bikes and cars to coexist!
8. Not many people park on the road since they can park on the side streets with less traffic. I think buffered would work for the community.
9. At night, if there are curb adjacent bike lanes, I will not ride in them. This is an incredibly wide residential street. In order to be more visible on bikes, I will have my kids and I ride in the road closer to where a sharrow would normally be placed.
10. It's okay, I am usually on that section between 5-6AM. so traffic is minimal. Occasionally, there will be a bum sleeping on the pedestrian bridge, but not lately. If you are stopped at the light on College and Baseline, on either side of the street, it is hard to get up and out of the slant, I consider it a hole. I have to gear down and out of my saddle to get over the hump. It is more difficult than it seems to get out of and on to Baseline to get across.
11. Don't restrict parking for the residents
12. Bike lanes that run parallel and alongside a line of parked cars is dangerous to bicyclers because drivers in those cars sometimes open their doors without looking, or pull away from the curb without looking. For College Avenue south of US60, the entire lane of that residential street should be marked as a shared lane.
13. I don't care what side parking for Orange alternative.
14. None.
15. The biggest issue I have experienced when riding in this area is cars not stopping or other cyclists nor obeying traffic laws.
16. Why is parking even needed on college between baseline and the US 60 to the overpass and the school. There are no homes that open in to college. Park in their neighborhood streets in front of there home. Leave college as a traveling street no parking at all.
17. Swap the location of the parking lane and the bike lane

18. Please follow the widely recognized standard for bicycle facilities when designing and executing this project: Guide for the Development of Bicycle Facilities, 2012, by American Association of State Highway and Transportation Officials (AASHTO). AASHTO documents safe practices. The document provided on the Tempe website makes it clear this is not the case. Installing infrastructure that is unsafe is negligent, has the potential to seriously injure cyclists, and subject the city to lawsuits. Here are just a few of my comments:
- a) AASHTO section 4.6.5 Bicycle Lanes and On-Street Parking, Parallel Parking states the recommended width of a marked parking lane is 8 ft and the minimum width is 7 ft, adjacent to parallel parking. The increased width is to allow for vehicle door clearance. If the lane is narrow as Tempe is now specifying (5.5 ft), cyclists will leave the bike lane to gain safe clearance. This aggravates motorists who don't understand this is a safe and legal maneuver. If you wish to experience this dangerous design please ride on Fyre Rd east of Arizona Ave in Chandler, or Invergordon Rd south of Vista Dr in Paradise Valley. It is very unpleasant and dangerous to choose between being "doored" by a parked car, or honked at and being sideswiped by an aggravated motorist in the travel lane. Please revise the design adjacent to parking so it is safe per common standards.
 - b) Since these are lower speed non-arterial streets, no pavement markings at all are required. I ride that section fairly often and have never had a problem.
 - c) If markings are applied, shared lane markings are preferred, followed by a 6 foot bike lane with a painted buffer (no raised obstacles; AASHTO section 4.7.1). Shared lane markings allow for the most flexibility and most efficient utilization of the paved surface by all the users.
 - d) Since this is presented as a Bicycle Boulevard project, follow the principles outlined in AASHTO section 4.10 Bicycle Boulevards. Is priority assignment being given to cyclists at the intersections along the route?
 - e) Follow AASHTO section 4.11 Bicycle Guide Signs/Wayfinding when designing and installing signs. Telling someone they are on the "Pedal" route does not provide any wayfinding value. Tell someone where or which direction they are headed; north/south, downtown Tempe/Chandler border, etc. I am tired of seeing my tax dollars wasted on poor and dangerous bicycle facility designs, and then even more wasted correcting the mistakes. Please do this once and do it right, implement proven designs per AASHTO.
- PS: This is a very poorly designed survey and has bias. Please contact me if you want details, but please use a qualified survey in the future.

8. For College Avenue South of Baseline Road to Cornell Drive, which of the three alternatives do you prefer?



Total responses: 75

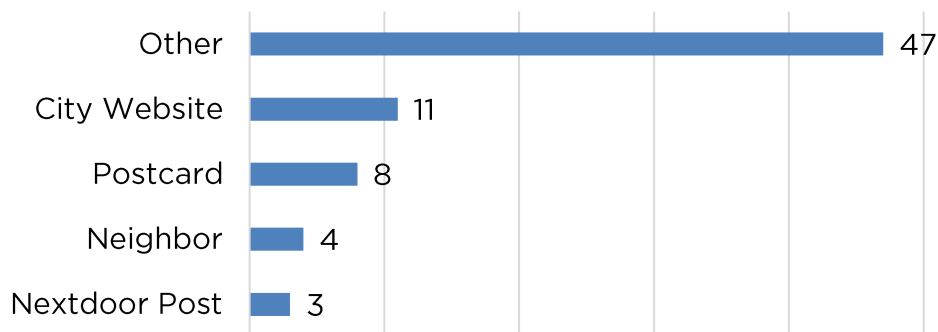
9. Comments related to the area south of Baseline Road to Cornell Drive.

1. I would rather brain storm ideas rather than vote on only three options.
2. Same question
3. I bike this route in each direction most weekdays (4 days a week, on average). Honestly, the lack of bike lanes here is not too bad, as the roads are very wide and speeds are generally slow. However I will always support more bike infrastructure, more driver awareness of cyclists, and any and all traffic calming aimed at slowing cars and improving awareness of all road users. So please yes I support doing something!
4. same comments as above: I frequently bike College Ave from Apache to Cornell Dr. I think the current biking conditions are fine. I think signage would be a great addition. What I don't like is when 3-4 foot bike lanes are installed, because that is typically not enough room to ride in, and motorists think that you HAVE to be to the right of the white line. The speed of travel is slow enough on College for bikes and cars to coexist!
5. I prefer green since it indicates to cars that they must share the road.
6. I prefer green since it indicates to cars that they must share the road.
7. Please put a BikeIT directional sign at the corner of College and Tulane that says, " to All American Way --->"
8. Again, I am usually on that section between 5-6AM, so traffic is minimal and I don't usually have problems.
9. I'm a 20-year bike commuter using College almost daily and have commuted in three states. Bike lanes end up filled with road junk because drivers respect the markings and stay out of them. Where there are no bike lanes the motor vehicles sweep the junk to the gutter. I vote for the share marking. No bike lanes.
10. Is an area that can be a shared. Unless there is going to be no parking at all the lanes will not work. People are going to park in front of their homes. That whole stretch has homes that access on to college from the drive ways.

11. I bicycle College south of 60 for exercise, and north of 60 as a commute. I've bike commuted about 2000 miles a year for the past 20 years in three different states. I prefer motor vehicles have full access to the road as they sweep the road junk into the gutter. When there is a bike lane, the road junk is swept into the bike lane.
12. This should be a buffered bike lane as well.
13. Please follow the widely recognized standard for bicycle facilities when designing and executing this project: Guide for the Development of Bicycle Facilities, 2012, by American Association of State Highway and Transportation Officials (AASHTO). AASHTO documents safe practices. The document provided on the Tempe website makes it clear this is not the case. Installing infrastructure that is unsafe is negligent, has the potential to seriously injure cyclists, and subject the city to lawsuits. Here are just a few of my comments:
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10. How did you hear about this project?



Other:

- | | | |
|----------------------------------|--|-------------------------------------|
| ▪ Colby Granville on Facebook | ▪ Facebook | ▪ Kolby Facebook |
| ▪ Council member Granville | ▪ Facebook | ▪ Kolby Granville email |
| ▪ Council Member's Facebook post | ▪ Facebook | ▪ Kolby Granville via Facebook |
| ▪ Don't remember. Maybe FB? | ▪ Facebook | ▪ Kolby Granville's Facebook |
| ▪ email | ▪ Facebook | ▪ On Facebook and in a newsletter |
| ▪ Facebook | ▪ Facebook post | ▪ Outreach at Palmer park |
| ▪ Facebook | ▪ Facebook post | ▪ Rideby |
| ▪ Facebook | ▪ Facebook post | ▪ Saw the booth at Palmer Park |
| ▪ Facebook | ▪ Facebook post by Kolby Granville | ▪ Spouse notified of the survey. |
| ▪ Facebook | ▪ Fb | ▪ Street markings and word of mouth |
| ▪ Facebook | ▪ From Kolby Granville | ▪ Street markings and word of mouth |
| ▪ Facebook | ▪ How did you hear about this project? | ▪ Walked By |
| ▪ Facebook | ▪ Other | |
| ▪ Facebook | ▪ Kolby | |
| ▪ Facebook | ▪ Kolby | |

11. Additional comments:

1. I work the day you met with residents in Palmer Park. This is my chance to voice my opinion. I hope Tempe is listening.
2. I am a home owner that this will greatly impact. Please contact me for further discussion.
3. It would be great if the city worked in areas more central, which definitely need help.
4. I really like the idea of integrating bike lane and vehicles as it increase the awareness of vehicle drivers of sharing the road on low speed streets
5. The orange alternative is consistent with College Ave north of the US 60. I prefer a separate striped bike lane, literature seems to point to the fact a separate lane is safer than shared lane markings. The National Association of City Transportation Officials web site indicates that shared lane markings should not be used when space is available to mark separate bike lanes.
6. It would be wise for the city to spend money on simplifying the biking structure in Tempe:

7. Pave the roads, get rid of holes, cracks, and debris.
8. Install 5-foot bike lanes on major streets.
9. Keep those lanes clean, so bikes can travel safely in them.
10. Educate cyclists and motorists how to safely coexist.
11. I believe green option for both sections gives better flexibility for bikes, traffic and parking.
12. Please use the additional paint on 30mph and 35mph collector streets, instead of this section of road.
13. Please never place any bike lane in the hazard zone of opening doors of parked cars. If this cannot be achieved, another (ANY OTHER) option should be selected.
14. I cycle a lot and I like a designated bike lane up against the curb. I feel like cars stay out of it for the most part and drivers don't resent me. To SHARE one lane with a car just seems ridiculously unsafe and inconvenient for motorists. I have a top speed of like 8-9 mph and there's no way it makes sense for a car to stay behind me at that pace. They will just pass unsafely, angrily, or back up behind me politely for a mile and a half. Then, when I drive that stretch and a bicycle is legally taking the lane at 10-15 mph, I will stay behind them, pissing off motorists behind me who will then pass me even more unsafely than they'd pass the bike alone and build more animosity towards bicyclists.
15. This is a 25mph street.
16. I've ridden both day and night, with kids as young as 5.
17. I've never felt unsafe, even with no markings
18. It would be useful to have a pedestrian/bike crossing over US60 between Rural and McClintock, similar to College Ave.
19. I prefer having parking available on the curb by my house, and believe all my neighbors up and down College Ave feel the same. Although I see a lot of bike traffic on College Ave, I've never felt that the bikes and cars had issues sharing the road; to be honest I'm not sure why improvements are necessary at all. I think the city would be better served by determining which roads suffer from congested bike and car traffic and have higher incidents of accidents; and then afterward using the city funds to address those problem roads. If my segment of College Ave is such a road, I'd love to see the report detailing the research that backs up that claim, but I'd be surprised to learn it is.
20. Given the options, and assuming this project is going forward, I suggest the Green Alternative (shared lane markings, and maintain existing parking conditions) because I think lane markings are more likely to be noticed than signage.
21. Protect cyclists, buffer lane between cyclist and cars
22. Please follow the widely recognized standard for bicycle facilities when designing and executing this project: Guide for the Development of Bicycle Facilities, 2012, by American Association of State Highway and Transportation Officials (AASHTO). AASHTO documents safe practices. The document provided on the Tempe website makes it clear this is not the case. Installing infrastructure that is unsafe is negligent, has the potential to seriously injure cyclists, and subject the city to lawsuits. Here are just a few of my comments:

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EMAILS

1. **October 21, 2018** - As you know, College Avenue is a major north/south bicycling corridor, especially because of the presence of the Arizona State University campus, and a dedicated shared-use bike & pedestrian bridge over US60. The area between US60 and ASU campus was improved with traffic calming several years ago and remains a very safe road for all users. It has come to our attention that the City of Tempe is considering various treatments along College Ave south of US60; an area that is primarily residential and currently has no bicycling-specific striping or pavement markings. When selecting please refrain from placing designated bike lanes withing the door zone of parked vehicles; The two "Orange" Alternatives; Bike Lanes with a parking lane show such treatment with the right-hand edge of the bike lane only 8 feet from the curb which places most of the width of the bike lane within a hazard-zone. This places bicyclists in the uncomfortable position of need to ride away from door zones to remain safe and inevitably suffer harassment, or worse, from motorists. You may wish to consult [NCHRP 766 Recommended Bicycle Lane Widths for Various Roadway Characteristics](#) which documents that the open door width of most private passenger vehicles extends about 11 feet from the curb (and of course, vehicles can be wider still; and drivers often park their vehicles further from the curb). Bicycle facilities should be designed to keep cyclists out of this hazard zone. More information about placing Bike Lanes adjacent to parking can be found [here](#).
2. **October 28, 2018** - The option with the buffered bike lane is the best option! It ensures vehicles give 3 ft for cyclists and doesn't allow cars to be parked to the right of the cyclist and open the car door in front of cyclists. This option is the safest for everyone. Thank you.
3. **November 13, 2018** - I was having trouble commenting last night on the open comments forum, so please excuse my late comment, but I feel it's still important to voice my support and thanks for your upcoming S. College Ave repayment project. I was unable to attend the meetings about the lanes, and heard that most residents of the area were in favor of a street parking design, while cyclists were in favor of buffered lanes. I am both a resident of this specific community and a cyclist, so I wanted to share some thoughts. I've copied my husband, as he shares my opinions and is a civil engineer with some experience in urban planning and design (and a cyclist :). I am a 15-year Tempe resident who recently bought a home just off of South College. In my professional life, I am a registered nurse who works in public and community health, and in my personal life I am an avid cyclist as well as the President of Tempe Bicycle Action Group. This project is close to my heart in terms of promoting public health and safety while working towards Vision Zero, offering me and my neighbors a safe transit option, and connecting North and South Tempe so that residents who live South of the 60 (like me!) can commute safely to the Northern restaurants, shops, ASU, Tempe Beach Park, etc. This repavement project is a huge opportunity for community building, strengthening and connection. I have outlined my organization's opinion in detail in the letter of support for this project provided by TBAG, but I also wanted to share these personal details about how the College Ave bike lanes will personally affect me. I support sharrows between Palmer Park and Carter, with yield signs for cars approaching the Pedestrian Path from the 60, and protected or buffered bike lanes on College south of Carter. Rationales from a public safety and infrastructure perspective are outlined in TBAG's letter (mainly avoiding placing bicyclists in the door zone, which is the most unsafe option under

consideration), but from a personal perspective as a resident of this area, people really don't use College for parking and formalizing parking on the street will only cause more street congestion, blind spots for drivers and cyclists, and in general greatly increase the likelihood of a collision, especially considering there are schools and parks throughout this project's area. I'd love to see S. College mirror N. College design - largely touted by the bike community and residents as one of the most successful and functional (and pleasing to all parties) piece of commuter bike infrastructure in Tempe. Thank you so much for considering my comment, and thank you for your ongoing efforts to make Tempe safer for all residents - no matter how they travel or where in Tempe they live. I will support and help in any way I can.

4. November 13, 2018 - via email

Tempe Bicycle Action Group
PO Box 1884
Tempe, AZ 85280
480-332-3284

November 3, 2018

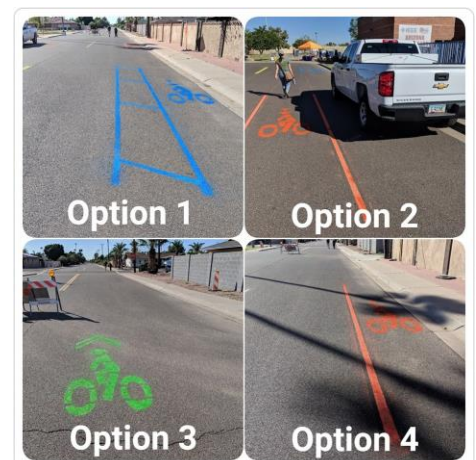
To the Esteemed Mayor, City Council Members and Transportation Planners,

Tempe Bicycle Action Group is writing in support of, and with great thanks for, your upcoming repavement project on South College Ave. Providing bike lanes on College, south of the US 60 pedestrian bridge, offers much-needed connectivity between South Tempe and North Tempe that is both safe and practical.

After reviewing the area and performing several trials with the sample infrastructure painted on, we would like to offer our recommendation based on usability, traffic implications, and the most reliable research on bike lane safety.

The pedestrian bridge path passes through Palmer Park and ends on College Ave. The path ends at a point that puts cyclists at curve in the road, a curve which does not currently have yield or stop signs to alert road-users to the path's junction. Therefore, **TBAG recommends that yield signs be placed on either side of the path's entrance onto College Ave**, particularly as there is a school and park there and both the roads, sidewalks and pedestrian bridge path are high-volume.

In terms of street painting, **TBAG recommends a sharrow painted on both lanes on College between the ped bridge and E. Carter** (Option 3). This is because a cyclist exiting the ped bridge, headed southbound on College, will need to cross College to enter the right lane in order to ride legally with traffic, and simply adding a standard bike lane on the right-hand side could cause drivers to assume cyclists will not be riding in any other area on the street. Unfortunately, based on where the ped bridge path connects with College,



the cyclist must cross traffic and therefore a sharrow would best indicate to drivers that cyclists may be expected in this area.

On College between E. Carter and Cornell, TBAG recommends protected bike lanes (pictured below). According to People for Bikes and League of American Bicyclists, protected bike lanes are the safest design for cyclists safely riding on streets shared with



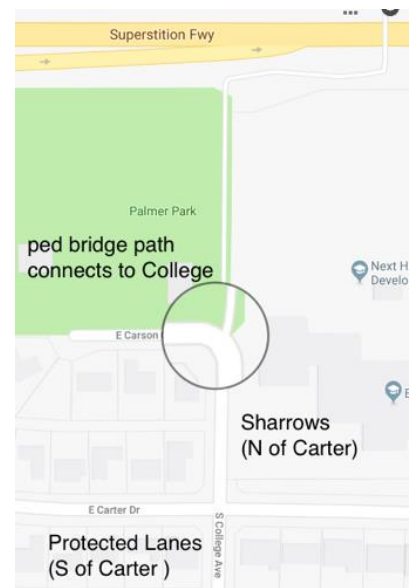
cars. Research also shows that near schools, and this project is situated in school and park zones, protected bike lanes calm traffic and reduce accidents. As protected bike lanes were not offered as an option in initial considerations, **our secondary recommendation would be paint-buffered bike lanes** (Option 1).

Bike lanes situated directly next to street parking (Option 2) places cyclists in the “doorzone,” where cyclists can be injured as cars open doors into the

bike lane, and walk or unload cars in the bike lane; additionally, drivers attempting to park would be put in the position of maneuvering around cyclists using the bike lane, which is unsafe for all parties. Something else to consider is that there is ample parking on the streets that flow into College; **during our trial runs of the area between the dates of 10/27-10/30 at various times, we encountered no cars parked on College between the ped bridge at US 60 and baseline**, for example. Formalizing parking on College will only add to congestion and traffic incidents on an otherwise quiet road that typically doesn’t have many parked cars.

Additionally, very few driveways connect to College in this repavement stretch, signaling that College is used primarily as a through street, while residential parking and driveway use is done on the feeder streets.

The Tempe Bicycle Action Group, our partner organizations, and the community, thank you for your efforts in this important repavement project. **For optimal safety and usability, we recommend yield signs placed at connection of the ped bridge to College, sharrows painted on College between the ped bridge and E. Carter, and protected or buffered lanes applied to College, south of Carter.** The Tempe Bicycle Action Group is motivated and invested in participating in public outreach concerning design on this project. We standby to assist in any way that we can.



Sincerely,
Jackie Martin
President, Tempe Bicycle Action Group

5. **November 16, 2018** - I travel for work and therefore missed all the public meetings regarding the Bike-It project between US 60 and Cornell. I am very concerned as I live on the southwest corner of Minton and College. Anything done impacts me directly. Are there any planters proposed or is this only a line painting project. In one picture on the website, the "orange" proposal has a parking lane on the east side of the street between the curb and the bike lane. On the west side there is no parking lane. This concerns me as I sometimes park on the street and don't want to be blocking a bike lane. Is it possible to consider a proposal putting the parking lane on the west side of the street? Or, simply go with the "green" proposal and not define a parking lane? Thanks for your time.